CHECKLIST TO DESIGNATE AREAS OF EVALUATION FOR PROPOSAL

	REQUISITION NUMBER	DUE DATE	TIME DUE
	2884	11/04/19	noon est
MDOT PROJECT MANAGER Frank Benavidez and Chris Hundt	JOB NUMBER (JN) Various	CONTROL SECTION (CS) Various	

DESCRIPTION
As-Needed Data Collection

MDOT PROJECT MANAGER: Check all items to be included in. WHITE = REQUIRED ** = OPTIONAL Check the appropriate Tier in the box below			**CONSULTANT:** Provide only checked items below in proposal when applicable, Best Value scoring criteria is listed separately in the RFP. **Optional items are determined by the MDOT Project Manager.
☐ **TIER 1 ($100,000 - $250,000)**	☒ **TIER II ($250,000-$1,500,000)**	☐ **TIER III (>$1,500,000)**	
☐	☐	☐	Understanding of Service **
N/A	☐	☐	Innovations
☐	☐	☐	Organizational Chart
☐	☐	☐	Qualifications of Team
N/A	N/A	☐	Quality Assurance/Quality Control **
☐	☐	☐	**Location:** The percentage of work performed in Michigan will be used for all selections unless the project is for on-site inspection or survey activities, then location should be scored using the distance from the consultant office to the on-site inspection or survey activity.
N/A	N/A	☐	Presentation **
N/A	N/A	☐	Technical Proposal (if Presentation is required)
3 pages (MDOT Forms not counted) Resumes will only be accepted for Best Value Selections.	7 pages (MDOT Forms not counted)	14 pages (MDOT Forms not counted)	Total maximum pages for RFP **not including key personnel resumes.** Resumes limited to 2 pages per key staff personnel.

PROPOSAL AND BID SHEET E-MAIL ADDRESS – mdot-rfp-response@michigan.gov

The Consultants will receive an e-mail reply/notification from MDOT when the proposal is received. Please retain a copy of this e-mail as proof that the proposal was received on time. Consultants are responsible for ensuring that MDOT receives the proposal on time.

* Contact Contract Services Division immediately at 517-373-4680 if you do not get an auto response.

GENERAL INFORMATION

Any questions relative to the scope of services must be submitted by e-mail to the MDOT Project Manager. Questions must be received by the Project Manager at least five (5) working days prior to the due date and time specified above. All questions and answers will be placed on the MDOT website as soon as possible after receipt of the questions, and at least three (3) days prior to the RFP due date deadline. The names of vendors submitting questions will not be disclosed.

MDOT is an equal opportunity employer and MDOT DBE firms are encouraged to apply. The participating DBE firm, as currently certified by MDOT's Office of Equal Opportunity, shall be listed in the Proposal.

MDOT FORMS REQUIRED AS PART OF PROPOSAL SUBMISSION

5100D – Request for Proposal Cover Sheet
5100J – Consultant Data and Signature Sheet (Required for all firms performing non-prequalified services on this project.)

(These forms are not included in the proposal maximum page count.)

The Michigan Department of Transportation (MDOT) is seeking professional services for the project contained in the attached scope of services.

If your firm is interested in providing services, please indicate your interest by submitting a Proposal, Proposal/Bid Sheet or Bid Sheet as indicated below. The documents must be developed and submitted in accordance with the latest Consultant/ Vendor Selection Guidelines for Services Contracts."

RFP SPECIFIC INFORMATION

☐ ENGINEERING SERVICES ☒ BUREAU OF TRANSPORTATION PLANNING ☐ OTHER

THE SERVICE WAS POSTED ON THE ANTICIPATED QUARTERLY REQUESTS FOR PROPOSALS

☐ NO ☒ YES DATED 10/01/19 THROUGH 12/31/19

☐ **Prequalified Services** – See the attached Scope of Services for required Prequalification Classifications.

☒ **Non-Prequalified Services** – If selected, the vendor must make sure that current financial information, including labor rates, overhead computations, and financial statements, is on file with MDOT's Office of Commission Audits. This information must be on file for the prime vendor and all sub vendors so that the contract will not be delayed. **Form 5100J is required with proposal for all firms performing non-prequalified services on this project.**

☐ **Qualification Based Selection** - Use Consultant/Vendor Selection Guidelines.

For all Qualifications Based Selections, the selection team will review the information submitted and will select the firm considered most qualified to perform the services based on the proposals. The selected firm will be asked to prepare a priced proposal. Negotiations will be conducted with the firm selected.

For a cost plus fixed fee contract, the selected vendor must have a cost accounting system to support a cost plus fixed fee contract. This type of system has a job-order cost accounting system for the recording and accumulation of costs incurred under its contracts. Each project is assigned a job number so that costs may be segregated and accumulated in the vendor's job-order accounting system.

☐ **Qualification Based Selection / Low Bid** – Use Consultant/Vendor Selection Guidelines. See Bid Sheet instructions for additional information.

For Qualification Review/Low Bid selections, the selection team will review the proposals submitted. The vendor that has met established qualification threshold and with the lowest bid will be selected.

☒ **Best Value** – Use Consultant/Vendor Selection Guidelines, See Bid Sheet Instructions below for additional information. The bid amount is a component of the total proposal score, not the determining factor of the selection.

☐ **Low Bid** (no qualifications review required – no proposal required.)

BID SHEET INSTRUCTIONS

Bid Sheet(s) are located at the end of the Scope of Services. Submit bid sheet(s) with the proposal, to the e-mail address: MDOT-RFP-Response@michigan.gov. Failure to comply with this procedure may result in your bid being rejected from from consideration. MDOT reserves the right to reject any and all bids.

PARTNERSHIP CHARTER AGREEMENT

MDOT and ACEC created a Partnership Charter Agreement which establishes guidelines to assist MDOT and Consultants in successful partnering. Both the Consultant and MDOT Project Manager are reminded to review the ACEC-MDOTPartnership Charter Agreement and are asked to follow all communications, issues resolution and other procedures and guidance's contained therein.

PROPOSAL REQUIREMENTS

Proposals must be submitted for this project electronically. Proposal submittal requirements are listed in *PART IV – INSTRUCTION FOR SUBMITTING PROPOSALS* at the following link Selection Guidelines for Service Contracts

FINANCIAL REQUIREMENTS FOR NON-PREQUALIFIED VENDORS
Financial Requirements for Non-Prequalified Consultants/Vendors

E-VERIFY REQUIREMENTS
E-Verify is an Internet based system that allows an employer, using information reported on an employee's Form I-9, Employment Eligibility Verification, to determine the eligibility of that employee to work in the United States. There is no charge to employers to use E-Verify. The E-Verify system is operated by the Department of Homeland Security (DHS) in partnership with the Social Security Administration. E-Verify is available in Spanish.

The State of Michigan is requiring, under Public Act 200 of 2012, Section 381, that as a condition of each contract or subcontract for construction, maintenance, or engineering services that the pre-qualified contractor or subcontractor agree to use the E-Verify system to verify that all persons hired during the contract term by the contractor or subcontractor are legally present and authorized to work in the United States.

Information on registration for and use of the E-Verify program can be obtained via the Internet at the DHS Web site: http://www.dhs.gov/E-Verify.

The documentation supporting the usage of the E-Verify system must be maintained by each consultant and be made available to MDOT upon request.

It is the responsibility of the prime consultant to include the E-Verify requirement documented in this NOTIFICATION in all tiers of subcontracts.

DIGITAL SIGNATURE OF CONTRACTS
On **January 4, 2018**, Contract Services Division implemented the use of CoSign as the exclusive software for digitally signing all consultant contracts and consultant contract related documents. All other digital signing methods are no longer accepted.

Prior to using CoSign, all external partners must apply for a free digital signature user account by submitting a MDOT Digital Signature Certificate Request Form.

MDOT INSURANCE UPDATED 3.9.17

At a minimum, the insurance types and limits identified below, may be required from the selected consultant, prior to contract award.

Required Limits	Additional Requirements
Commercial General Liability Insurance	
Minimal Limits: $1,000,000 Each Occurrence Limit $1,000,000 Personal & Advertising Injury Limit $2,000,000 General Aggregate Limit $2,000,000 Products/Completed Operations	Consultants must have their policy endorsed to add "the State of Michigan, its departments, divisions, agencies, offices, commissions, officers, employees, and agents" as additional insureds
Automobile Liability Insurance	
Minimal Limits: $1,000,000 Per Occurrence	
Workers' Compensation Insurance	
Minimal Limits: Coverage according to applicable laws governing work activities.	Waiver of subrogation, except where waiver is prohibited by law.
Employers Liability Insurance	
Minimal Limits: $500,000 Each Accident $500,000 Each Employee by Disease $500,000 Aggregate Disease	
Professional Liability (Errors and Omissions) Insurance	
Minimal Limits: $1,000,000 Per Claim	

The Insurer shall provide at least thirty (30) days written notice of cancellation. The Prime Consultant will be responsible to verify subconsultant(s) compliance with MDOT's insurance requirements.

Michigan Department of Transportation

SCOPE OF SERVICE
FOR
AS-NEEDED SPECIALTY SERVICES
Data Collection

CONTROL SECTION: Various

JOB NUMBER: Various

PROJECT LOCATION: Various statewide locations.

BACKGROUND INFORMATION:

MDOT maintains a traffic monitoring program through which it collects, analyzes, summarizes, reports, and retains detailed traffic data and travel information for 36,000 miles of federal-aid roads in Michigan, with additional reporting requirements for the 83,000 miles of non-federal-aid roads. Traffic data collection consists of short-term counts/studies, year-round data from the continuous count sites, and special studies. The data collected is provided to the Federal Highway Administration (FHWA) on a monthly and annual basis. The data is also used to drive decisions being made by MDOT, Michigan State Police, the Transportation Asset Management Council, and local planning and transportation agencies.

Traffic count data collected by MDOT is compiled, stored, and made available for use through a web-based traffic data management application called the Transportation Data Management System (TDMS).

MDOT manages more than 20,000 locations around the state where traffic counts are conducted on a three or six-year cycle. In a typical year, MDOT collects traffic counts at between 3,000 and 4,000 locations around the state, completes roughly 200 turning movement studies at intersections, and completes other special studies as necessary.

Please see the attached reference files outlined in the following appendices.

REQ 2884 Benavidez

PROJECT DESCRIPTION:

The focus of the services applicable to this RFP is conducting short duration traffic counts of motorized and non-motorized traffic. Traffic counts may consist of:

- 48-hour motor vehicle (and/or aircraft) volume counts on roads, rest areas, park and ride lots, and at airports
- 7-day motor vehicle (and/or aircraft) volume counts on roads, rest areas, park and ride lots, and at airports
- 48-hour motor vehicle classification counts on roads and at rest areas
- 7-day motor vehicle (and/or aircraft) classification counts on roads, rest areas, park and ride lots, and at airport
- 24-hour non-motorized (bicycles and pedestrians) volume counts on roads, side paths, and non-motorized pathways and trails.
- 48-hour non-motorized (bicycles and pedestrians) volume counts on roads, side paths, and non-motorized pathways and trails.
- Intersection studies, which include 8-hour vehicle turning movements (7 am – 9 am, 11 am – 1 pm, 2 pm – 6 pm, 3 Bin classified count), either 24-hour or 48-hour volume counts on all legs based on the needs of the study. As requested, inclusion of gap/delay and bike/ped studies. (Some may include manual counts)
- Usage and condition reports of park and ride lots.
- Corridor studies that could include many of the above data collection items.

Some of the data collection may require weekend work and work on holidays.

The consultant will also be responsible for uploading the traffic data to MDOT's TDMS application, which is used to evaluate the data for quality and reasonableness. This will require the consultant to collect the data in a format that is able to be uploaded into TDMS. See Appendix A for the list of file formats compatible with TDMS. This information was compiled with the most current data at the time of solicitation and is subject to change.

Full time services will not be required on all projects at all times. This scope is for "as needed" services, based on intermittent needs of MDOT. It must be noted that this is not a guarantee of Consultant authorized work.

The MDOT reserves the right to grant final work authorization based on the Consultant's understanding of the specific data collection tasks and personnel. If the Consultant is unable to fulfill a request MDOT may utilize a different Consultant awarded under this RFP.

DESCRIPTION OF WORK:

I. MDOT Responsibilities

a. Notify consultant when traffic count is requested.
b. Determine the details of the traffic count being requested and convey all the necessary information to the consultant. This includes, but is not limited to, the type of count requested, duration of the count, location ID of the traffic count station (or location of the traffic count if a traffic station does not yet exist), whether a permit (which MDOT will obtain) or notification is required to set a traffic count, timeframe for completing the traffic count. Effort will be made to submit requests for traffic counts at least two (2) weeks prior to the need for personnel.
c. Discuss with the consultant the type of count equipment to be used to complete the traffic count and approve the selected count equipment type. The count equipment may vary by location depending on factors such as the number of lanes of traffic being counted, traffic volumes, and other physical restrictions. MDOT prefers the use of pneumatic tube counters or other low-cost data collection methodologies (as opposed to video collection methodologies) where possible.
d. Respond to questions and concerns of the consultant regarding the requested traffic count
e. Provide consultant access to the TDMS necessary to permit the consultant to upload traffic count data into the TDMS application.
f. Provide guidance on uploading counts processed by Miovision and counts processed through Centurion (software made available by Diamond Traffic Products). Includes troubleshooting file upload errors.
g. Review traffic count data uploaded by the consultant into TDMS and confirm the requested traffic count has been completed and the data has passed quality control checks.
h. If traffic count data collected by the consultant does not pass quality control checks, discuss with the consultant the results of the quality control checks. Counts that fail quality control checks due to equipment problems (malfunctioning or damaged equipment, cut hoses, etc.), incorrect equipment or software processing settings, or placing traffic count equipment at an incorrect traffic count location will not qualify for payment. Counts that fail quality control checks due to unexpected volume changes as a result of construction on adjacent routes or as a result of other similar factors shall qualify for payment.
i. Authorize payment to the consultant if data uploaded in TDMS passes quality control checks or MDOT finds that failing quality control check was not the fault of the consultant.

II. Consultant Responsibilities

a. Review the requested traffic count information submitted by MDOT and inform MDOT within two (2) business days of their availability and willingness to complete the requested traffic count.

b. Provide to MDOT the names of the personnel the consultant will use to complete the traffic count.
c. Discuss with MDOT the type of traffic count equipment that the consultant proposes to use to complete the traffic count.
d. Clarify with MDOT any questions about data needs or timeframe related to the requested traffic count.
e. Complete the requested traffic count (if it is confirmed that the consultant agrees to take on the traffic count and traffic count equipment is agreed upon between MDOT and consultant). Consultant shall take 1 – 3 photographs of the location with a timestamp that includes the traffic count equipment that has been set.
f. Upload the traffic count data and the accompanying photographs into the TDMS program within 7 business days of completing the traffic count. MDOT may be able to provide guidance on uploading traffic counts processed by Miovision and counts processed through Diamond Traffic Product's Centurion software. However, the consultant is responsible for resolving any issues or complications that arise through the file upload process. For park and ride surveys, consultant shall send electronic file of completed survey to MDOT.
g. Provide the raw traffic count data file (file that is uploaded in TDMS) to MDOT upon request.
h. Discuss with MDOT the results of MDOT quality control checks (see item g above in MDOT Responsibilities)
i. Adhere to all applicable OSHA and MIOSHA safety standards, including the appropriate traffic signs for the activities and conditions for this job and adherence to the Personal Protective Equipment (PPE) standards
j. Maintain data quality as recommended by the 2016 Traffic Monitoring Guide.

CONSULTANT WORK ORDER SELECTION PROCESS: The most qualified vendor(s) will be determined by the MDOT Project Team based upon the initial as-needed services RFP solicitation responses provided by the vendors.

NOTE: Up to four (4) firms may be chosen for this As Needed Data Collection Service
The number of data collection projects assigned to each consultant may be determined by workload, unit price, and other factors as determined by MDOT.

ANTICIPATED SERVICE START DATE: January 2020

ANTICIPATED SERVICE COMPLETION DATE: January 2023

This selection is for a 3 year period with the option for a one year extension.

PRIMARY PREQUALIFICATION CLASSIFICATION(S):
None

SECONDARY PREQUALIFICATION CLASSIFICATION(S):
None

PREFERRED QUALIFICATIONS AND CRITERIA (FOR NON-CLASSIFIED SERVICES):

Recommendation from other clients.
Previous experience in collecting traffic data.

MDOT PROJECT TEAM:

Frank Benavidez, Supervisor
Field Operations Unit
Data Collection & Reporting Section
Bureau of Transportation Planning
425 W. Ottawa St.
517-719-8506
517-335-4630 Fax
BenavidezF1@michigan.gov

Chris Hundt, Supervisor
Travel Information Unit
Data Collection & Reporting Section
Bureau of Transportation Planning
425 W. Ottawa St.
517-335-4600
517-335-4630 Fax
HundtC@michigan.gov

REQUIRED MDOT GUIDELINES AND STANDARDS:

Work shall conform to current MDOT, FHWA, and AASHTO practices, guidelines, policies, and standards. The consultant shall comply with all MDOT traffic count standards, which include file naming conventions and mandatory file formats as outlined in Appendix A.

DELIVERABLES:

The Consultant shall upload into TDMS (in the appropriate module) all electronic files associated with each traffic count or turning movement count in the proper file format (spreadsheets, traffic files, turning movement files, etc.) as directed by the MDOT Project Team. The consultant shall send an electronic copy of completed park and ride surveys. Consultant may be required to provide raw data files to MDOT upon request.

SCORING CRITERIA:

SCORING (130 Points)

Proposed Selection Criteria and Total Possible Points
Understanding of Service – 30 Points
Describe your understanding of the service to be provided.

Qualifications of Team – 40 Points
Describe your team, the roles of key personnel, and a project organizational chart. Provide resumes for key personnel.

Past Performance – 20 Points
Provide references and examples of similar work performed.

Price – 35 Points
CSRT approved formula: $\frac{low\ bid}{bid} * points\ assigned$
Completed bid sheet required.
(Price must be at least 25% of overall points assigned)

Location – 5 Points
Indicate the percentage of work that will be performed in Michigan.

Multi-Vendor As-Needed Service

Consultant Work Order Selection Process

The most qualified vendor will be determined by the MDOT Project Team based upon the initial as-needed services RFP solicitation response provided by the vendor.

CONSULTANT PAYMENT – Unit Price:

Compensation for this project shall be on a **unit price** basis. This basis of payment typically includes a maximum quantity of units and a maximum reimbursable cost per unit.

The unit prices accepted by MDOT must be valid during the entire length of the contract. As traffic count needs are identified, the selected firm will be authorized to do the work.

All billings for services must be directed to the Department and follow the current guidelines. The latest copy of the "Professional Engineering Service Reimbursement Guidelines for Bureau of Highways" is available on MDOT's website. This document contains instructions and forms that must be followed and used for billing. Payment may be delayed or decreased if the instructions are not followed.

Payment to the Consultant for services rendered shall not exceed the maximum amount unless an increase is approved in accordance with the contract with the Consultant. Typically, billings must be submitted within 60 days after the completion of services for the current billing. The final billing must be received within 60 days of the completion of services. Refer to your contract for your specific contract terms.

MEASUREMENT

Payment for the following bid items includes all materials, equipment and labor necessary to perform the work. Mobilization, travel subsistence and health and safety plans are included in the pay items and will not be paid for separately.

A. 48-hour motor vehicle total two-way volume count with non-video count equipment- Each
Measurement and payment will be for the cost of site visits necessary to place and pick up traffic count equipment, to process the data if necessary, and to upload the data file into TDMS. Data must provide total traffic volumes (both directions combined into one volume) in 15-minute intervals for a minimum of 48 consecutive hours.

B. 48-hour motor vehicle directional traffic volume count with non-video count equipment – Each
Measurement and payment will be for the cost of site visits necessary to place and pick up traffic count equipment, to process the data if necessary, and to upload the data file into TDMS. Data must provide traffic volumes by direction of travel in 15-minute intervals for a minimum of 48 consecutive hours.

C. 48-hour motor vehicle directional traffic volume count using video count equipment – Each
Measurement and payment will be for the cost of site visits necessary to place and pick up traffic count equipment, to process the data, and to upload the data file into TDMS. Data must provide traffic volumes by direction of travel and by lane in 15-minute intervals for a minimum of 48 consecutive hours.

D. 7-day motor vehicle directional traffic volume count with non-video count equipment - Each
Measurement and payment will be for the cost of site visits necessary to place and pick up traffic count equipment, to process the data, and to upload the data file into TDMS. Data must provide traffic volumes by direction of travel in 15-minute intervals for a minimum of seven (7) consecutive days.

E. 48-hour motor vehicle directional traffic classification count using non-video count equipment – Each
Measurement and payment will be for the cost of site visits necessary to place and pick up traffic count equipment, to process the data if necessary, and to upload the data file into TDMS. Data must provide traffic volumes by vehicle classification (according to FHWA's 13 bin vehicle classification scheme) by direction of travel or by lane of travel in 15-minute intervals for a minimum of 48 consecutive hours.

F. 48-hour motor vehicle directional traffic classification count using video count equipment – Each
Measurement and payment will be for the cost of site visits necessary to place and pick up

traffic count equipment, to process the data if necessary, and to upload the data file into TDMS. Data must provide traffic volumes by vehicle classification (according to FHWA's 13 bin vehicle classification scheme or other vehicle classification scheme approved by MDOT) by direction of travel in 15-minute intervals for a minimum of 48 consecutive hours.

G. 7-day motor vehicle directional traffic classification counts using non-video count equipment - Each
Measurement and payment will be for the cost of site visits necessary to place and pick up traffic count equipment, to process the data if necessary, and to upload the data file into TDMS. Data must provide traffic volumes by vehicle classification (according to FHWA's 13 bin vehicle classification scheme) by direction of travel in 15-minute intervals for a minimum of seven (7) consecutive days.

H. 24 hour non-motorized (bicycles and pedestrians) directional traffic volume count - Each
Measurement and payment will be for the cost of site visits necessary to place and pick up traffic count equipment, to process the data if necessary, and to upload the data file into TDMS. Data must provide traffic volumes by direction of travel in 1-hour intervals for a minimum of 24 consecutive hours.

I. 24-hour non-motorized (bicycles and pedestrians) traffic volume count - Each
Measurement and payment will be for the cost of site visits necessary to place and pick up traffic count equipment, to process the data if necessary, and to upload the data file into TDMS. Data must provide traffic volumes by direction of travel in 1-hour intervals for a minimum of 24 consecutive hours. Note, the direction of travel is not needed for this type of count

J. 48 hour non-motorized (bicycles and pedestrians) directional volume count – Each
Measurement and payment will be for the cost of site visits necessary to place and pick up traffic count equipment, to process the data if necessary, and to upload the data file into TDMS. Data must provide traffic volumes by direction of travel in 1-hour intervals for a minimum of 48 consecutive hours.

K. 48-hour non-motorized (bicycles and pedestrians) volume count – Each
Measurement and payment will be for the cost of site visits necessary to place and pick up traffic count equipment, to process the data if necessary, and to upload the data file into TDMS. Data must provide traffic volumes by direction of travel in 1-hour intervals for a minimum of 48 consecutive hours. Note, the direction of travel is not needed for this type of count

L. 24 hour non-motorized (bicycles and pedestrians) directional traffic classification count - Each
Measurement and payment will be for the cost of site visits necessary to place and pick up traffic count equipment, to process the data if necessary, and to upload the data file into TDMS. Data must provide traffic volumes by classification (bicycle or pedestrian) by direction of travel in 1-hour intervals for a minimum of 24 consecutive hours.

M. 48 hour non-motorized (bicycles and pedestrians) directional traffic classification count - Each

Measurement and payment will be for the cost of site visits necessary to place and pick up traffic count equipment, to process the data if necessary, and to upload the data file into TDMS. Data must provide traffic volumes by classification (bicycle or pedestrian) by direction of travel in 1-hour intervals for a minimum of 48 consecutive hours.

N. Intersection Study – Each

Measurement and payment will be for the cost of site visits necessary to place and pick up traffic count equipment, to process the data if necessary, and to upload the data file into TDMS. This type of work item involves two separate activities. It involves a study of turning movements during peak hours and traffic counts on all legs of intersection for 48 hours. All data must provide turning movement volumes for peak hours (7am-9am, 11am-1pm, 2pm-6pm) by direction in 15-minute intervals. Traffic counts must have 48 hours of data for all legs of an intersection unless specified otherwise and must be in 15-minute intervals. An intersection diagram must be submitted with all work for the intersection study. See Appendix B for example of blank forms and completed intersection study, along with turning movement excel export file.

O. Other activities needed for TMs - Each

Measurement and payment will be for the cost of site visits necessary to complete the required activities, to process the data if necessary, and to upload the data file into TDMS. Activities include three separate studies – back-up delays, gaps, and pedestrian counts. Back-up delays will be counted manually in 5-minute intervals during peak hours (need to define peak hours). Gap studies will be in 15- minute intervals during peak hours (need to define peak hours). Pedestrian counts will be in 15-minute intervals during peak hours (need to define peak hours). See Appendix C for example of completed gaps, delays and pedestrian portion of intersection study. Note: not all intersection studies include gaps, delays, and pedestrian counts.

P. Usage and condition reports of park and ride lots - Each

Measurement and payment will be for the cost of site visits necessary to conduct surveys at carpool lots. Data must provide inspections on signage for direction, Entrance, and Rideshare. Check capacity of lot and how many cars are there at time and date of inspection. Lot approach type and surface type are required along with the conditions of those surfaces. Check for spaces to be marked. Check for handicap parking accessible spots. Check for border/fence type. Check for light in the lot or nearby. See Appendix D for example of park and ride usage and condition report.

Q. Corridor studies - Corridor studies involve multiple intersection studies (item M) within the same or adjacent corridor. It is expected that completing multiple intersection studies should reduce per unit costs. Unit price in this case represents the percent reduction in the unit price per intersection study when the number of locations within the same or adjacent corridor equals or exceeds three.

R. Weekend/holiday adjustment – Each

Payment will be made for additional costs that may be incurred to dispatch personnel for a traffic count that is required to be conducted during a weekend or holiday period. Unit price can be expressed as a flat dollar cost or as a percent of work item that requires weekend or holiday work.

TRAFFIC COUNTS

CONSULTANT BID SHEET - UNIT PRICE

The following bid sheets are required for each MDOT defined region in which the vendor desires to provide service to as outlined in the Request for Proposal (RFP). MDOT regions include Bay, Grand, Metro, North, Southwest, Superior, and University. A map of MDOT regions can be found here:

https://www.michigan.gov/documents/mdot/SOM_Prosperity_Region_Map_MDOT_Facilities_615600_7.pdf

All entries on this page must be handwritten in ink or computer generated. Compensation for this project will be on a **Unit Price** basis.

Note: MDOT reserves the right to reject any or all bids.

BAY REGION

ITEMS OF WORK	UNIT	PRICE/UNIT	
A. 48-hour motor vehicle total two-way volume count with non-video count equipment	Each		
B. 48-hour motor vehicle directional traffic volume count with non-video count equipment	Each		
C. 48-hour motor vehicle directional traffic volume count using video count equipment	Each		
D. 7-day motor vehicle directional traffic volume count with non-video count equipment	Each		
E. 48-hour motor vehicle directional traffic classification count using non-video count equipment	Each		
F. 48-hour motor vehicle directional traffic classification count using video count equipment	Each		
G. 7-day motor vehicle directional traffic classification counts using non-video count equipment	Each		
H. 24 hour non-motorized (bicycles and pedestrians) directional traffic volume count	Each		
I. 24-hour non-motorized (bicycles and pedestrians) traffic volume count	Each		
J. 48 hour non-motorized (bicycles and pedestrians) directional volume count	Each		
K. 48-hour non-motorized (bicycles and pedestrians) volume count	Each		
L. 24 hour non-motorized (bicycles and pedestrians) directional traffic classification count	Each		
M. 48 hour non-motorized (bicycles and pedestrians) directional traffic classification count	Each		
N. Intersection study	Each		
O. Other activities needed for turning movements	Each		
P. Usage and condition reports for park and ride lot	Each		
Q. Corridor studies (percent reduction in price paid by MDOT)			
R. Weekend/holiday adjustment (can be either additional unit price or percent increase in price of each work item associated with the traffic count			

NOTE: Because this contract is for services, as needed, quantities have not been determined.

GRAND REGION

ITEMS OF WORK	UNIT	PRICE/UNIT	
A. 48-hour motor vehicle total two-way volume count with non-video count equipment	Each		
B. 48-hour motor vehicle directional traffic volume count with non-video count equipment	Each		
C. 48-hour motor vehicle directional traffic volume count using video count equipment	Each		
D. 7-day motor vehicle directional traffic volume count with non-video count equipment	Each		
E. 48-hour motor vehicle directional traffic classification count using non-video count equipment	Each		
F. 48-hour motor vehicle directional traffic classification count using video count equipment	Each		
G. 7-day motor vehicle directional traffic classification counts using non-video count equipment	Each		
H. 24 hour non-motorized (bicycles and pedestrians) directional traffic volume count	Each		
I. 24-hour non-motorized (bicycles and pedestrians) traffic volume count	Each		
J. 48 hour non-motorized (bicycles and pedestrians) directional volume count	Each		
K. 48-hour non-motorized (bicycles and pedestrians) volume count	Each		
L. 24 hour non-motorized (bicycles and pedestrians) directional traffic classification count	Each		
M. 48 hour non-motorized (bicycles and pedestrians) directional traffic classification count	Each		
N. Intersection study	Each		
O. Other activities needed for turning movements	Each		
P. Usage and condition reports for park and ride lot	Each		
Q. Corridor studies (percent reduction in price paid by MDOT)			
R. Weekend/holiday adjustment (can be either additional unit price or percent increase in price of each work item associated with the traffic count			

METRO REGION

ITEMS OF WORK	UNIT	PRICE/UNIT	
A. 48-hour motor vehicle total two-way volume count with non-video count equipment	Each		
B. 48-hour motor vehicle directional traffic volume count with non-video count equipment	Each		
C. 48-hour motor vehicle directional traffic volume count using video count equipment	Each		
D. 7-day motor vehicle directional traffic volume count with non-video count equipment	Each		
E. 48-hour motor vehicle directional traffic classification count using non-video count equipment	Each		
F. 48-hour motor vehicle directional traffic classification count using video count equipment	Each		
G. 7-day motor vehicle directional traffic classification counts using non-video count equipment	Each		
H. 24 hour non-motorized (bicycles and pedestrians) directional traffic volume count	Each		
I. 24-hour non-motorized (bicycles and pedestrians) traffic volume count	Each		
J. 48 hour non-motorized (bicycles and pedestrians) directional volume count	Each		
K. 48-hour non-motorized (bicycles and pedestrians) volume count	Each		
L. 24 hour non-motorized (bicycles and pedestrians) directional traffic classification count	Each		
M. 48 hour non-motorized (bicycles and pedestrians) directional traffic classification count	Each		
N. Intersection study	Each		
O. Other activities needed for turning movements	Each		
P. Usage and condition reports for park and ride lot	Each		
Q. Corridor studies (percent reduction in price paid by MDOT)			
R. Weekend/holiday adjustment (can be either additional unit price or percent increase in price of each work item associated with the traffic count			

NORTH REGION

ITEMS OF WORK	UNIT	PRICE/UNIT	
A. 48-hour motor vehicle total two-way volume count with non-video count equipment	Each		
B. 48-hour motor vehicle directional traffic volume count with non-video count equipment	Each		
C. 48-hour motor vehicle directional traffic volume count using video count equipment	Each		
D. 7-day motor vehicle directional traffic volume count with non-video count equipment	Each		
E. 48-hour motor vehicle directional traffic classification count using non-video count equipment	Each		
F. 48-hour motor vehicle directional traffic classification count using video count equipment	Each		
G. 7-day motor vehicle directional traffic classification counts using non-video count equipment	Each		
H. 24 hour non-motorized (bicycles and pedestrians) directional traffic volume count	Each		
I. 24-hour non-motorized (bicycles and pedestrians) traffic volume count	Each		
J. 48 hour non-motorized (bicycles and pedestrians) directional volume count	Each		
K. 48-hour non-motorized (bicycles and pedestrians) volume count	Each		
L. 24 hour non-motorized (bicycles and pedestrians) directional traffic classification count	Each		
M. 48 hour non-motorized (bicycles and pedestrians) directional traffic classification count	Each		
N. Intersection study	Each		
O. Other activities needed for turning movements	Each		
P. Usage and condition reports for park and ride lot	Each		
Q. Corridor studies (percent reduction in price paid by MDOT)			
R. Weekend/holiday adjustment (can be either additional unit price or percent increase in price of each work item associated with the traffic count			

SOUTHWEST REGION

ITEMS OF WORK	UNIT	PRICE/UNIT	
A. 48-hour motor vehicle total two-way volume count with non-video count equipment	Each		
B. 48-hour motor vehicle directional traffic volume count with non-video count equipment	Each		
C. 48-hour motor vehicle directional traffic volume count using video count equipment	Each		
D. 7-day motor vehicle directional traffic volume count with non-video count equipment	Each		
E. 48-hour motor vehicle directional traffic classification count using non-video count equipment	Each		
F. 48-hour motor vehicle directional traffic classification count using video count equipment	Each		
G. 7-day motor vehicle directional traffic classification counts using non-video count equipment	Each		
H. 24 hour non-motorized (bicycles and pedestrians) directional traffic volume count	Each		
I. 24-hour non-motorized (bicycles and pedestrians) traffic volume count	Each		
J. 48 hour non-motorized (bicycles and pedestrians) directional volume count	Each		
K. 48-hour non-motorized (bicycles and pedestrians) volume count	Each		
L. 24 hour non-motorized (bicycles and pedestrians) directional traffic classification count	Each		
M. 48 hour non-motorized (bicycles and pedestrians) directional traffic classification count	Each		
N. Intersection study	Each		
O. Other activities needed for turning movements	Each		
P. Usage and condition reports for park and ride lot	Each		
Q. Corridor studies (percent reduction in price paid by MDOT)			
R. Weekend/holiday adjustment (can be either additional unit price or percent increase in price of each work item associated with the traffic count			

SUPERIOR REGION

ITEMS OF WORK	UNIT	PRICE/UNIT	
A. 48-hour motor vehicle total two-way volume count with non-video count equipment	Each		
B. 48-hour motor vehicle directional traffic volume count with non-video count equipment	Each		
C. 48-hour motor vehicle directional traffic volume count using video count equipment	Each		
D. 7-day motor vehicle directional traffic volume count with non-video count equipment	Each		
E. 48-hour motor vehicle directional traffic classification count using non-video count equipment	Each		
F. 48-hour motor vehicle directional traffic classification count using video count equipment	Each		
G. 7-day motor vehicle directional traffic classification counts using non-video count equipment	Each		
H. 24 hour non-motorized (bicycles and pedestrians) directional traffic volume count	Each		
I. 24-hour non-motorized (bicycles and pedestrians) traffic volume count	Each		
J. 48 hour non-motorized (bicycles and pedestrians) directional volume count	Each		
K. 48-hour non-motorized (bicycles and pedestrians) volume count	Each		
L. 24 hour non-motorized (bicycles and pedestrians) directional traffic classification count	Each		
M. 48 hour non-motorized (bicycles and pedestrians) directional traffic classification count	Each		
N. Intersection study	Each		
O. Other activities needed for turning movements	Each		
P. Usage and condition reports for park and ride lot	Each		
Q. Corridor studies (percent reduction in price paid by MDOT)			
R. Weekend/holiday adjustment (can be either additional unit price or percent increase in price of each work item associated with the traffic count			

UNIVERSITY REGION

ITEMS OF WORK	UNIT	PRICE/UNIT	
A. 48-hour motor vehicle total two-way volume count with non-video count equipment	Each		
B. 48-hour motor vehicle directional traffic volume count with non-video count equipment	Each		
C. 48-hour motor vehicle directional traffic volume count using video count equipment	Each		
D. 7-day motor vehicle directional traffic volume count with non-video count equipment	Each		
E. 48-hour motor vehicle directional traffic classification count using non-video count equipment	Each		
F. 48-hour motor vehicle directional traffic classification count using video count equipment	Each		
G. 7-day motor vehicle directional traffic classification counts using non-video count equipment	Each		
H. 24 hour non-motorized (bicycles and pedestrians) directional traffic volume count	Each		
I. 24-hour non-motorized (bicycles and pedestrians) traffic volume count	Each		
J. 48 hour non-motorized (bicycles and pedestrians) directional volume count	Each		
K. 48-hour non-motorized (bicycles and pedestrians) volume count	Each		
L. 24 hour non-motorized (bicycles and pedestrians) directional traffic classification count	Each		
M. 48 hour non-motorized (bicycles and pedestrians) directional traffic classification count	Each		
N. Intersection study	Each		
O. Other activities needed for turning movements	Each		
P. Usage and condition reports for park and ride lot	Each		
Q. Corridor studies (percent reduction in price paid by MDOT)			
R. Weekend/holiday adjustment (can be either additional unit price or percent increase in price of each work item associated with the traffic count			